



OPEN MEETING NOTICE
TOTAL TRANSPORTATION POLICY COMMITTEE

Chuck Adams, Kansas Co-Chair

Carson Ross, Missouri Co-Chair

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, January 17, 2017 at 9:30 a.m. in the Board Room on the second floor** of the Rivergate Center, 600 Broadway, Kansas City, Missouri.

A G E N D A

1. Welcome/Introductions - 9:30 a.m.
2. *VOTE: December 20, 2016 Minutes** - 9:35 a.m.
3. *VOTE: 2017 1st Quarter Amendment to the 2016-20 TIP** - 9:40 a.m.
4. *VOTE: Release Transportation Outlook 2040 Amendment #3 for Public Review & Comment ** - 9:45 a.m.
5. *VOTE: Release 2017 UPWP – Amendment #1 for Public Review & Comment ** - 9:50 a.m.
6. *VOTE: MPO Policy Board Composition Recommendation** - 9:55 a.m.
7. *VOTE: 2017 Planning Sustainable Places Program – Kansas Remaining Funds** - 10:05 a.m.
8. REPORT: KDOT Freight Update - 10:15 a.m.
9. REPORT: Policy review of MARC programming process for sub-allocated trans. funds - 10:25 a.m.
10. REPORT: Scenario Planning Process - 10:35 a.m.
11. REPORT: Federal Policy Issues - 10:45 a.m.
12. Other Business - 10:55 a.m.
13. Adjournment - 11:00 a.m.

***Action Items**

Getting to MARC: Information on transportation options to the MARC offices, including directions, parking, transit, carpooling, and bicycling, can be found [online](#). If driving, visitors and guests should enter the Rivergate Center parking lot from Broadway and park on the upper level of the garage. An entrance directly into the conference area is available from this level.

Parking: Free parking is available when visiting MARC. Visitors and guests should park on the upper level of the garage. To enter this level from Broadway, turn west into the Rivergate Center parking lot. Please use any of the available spaces on the upper level at the top of the ramp.

Special Accommodations: Please notify MARC at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). MARC programs are non-discriminatory as stated by Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, call 816-474-4240 or visit our [webpage](#).

Total Transportation Policy Committee
December 20, 2016
Meeting Summary

Members, Alternates Present-Representing

Councilman Chuck Adams, Wyandotte County Municipalities, Kansas Co-Chair
Mayor Carson Ross, Jackson County Municipalities, Missouri Co-Chair
Commissioner Michael Ashcraft, Johnson County
Susan Barry, MoDOT
Matt Davis, Jackson County
Richard Grenville, PortKC
Tony Hofmann, City of Overland Park
Dick Jarrold, KCATA
Kent Lage, Johnson County
Nathan Law, Miami County Municipalities
Michael McDonald, Leavenworth County Munic.
Mark McHenry, City of Kansas City
Janet McRae, Miami County
Jack Messer, City of Overland Park
Jerry Nolte, Clay County
Mark Randall, City of Independence
Eric Rogers, BikeWalk KC
Mayor Richard Scharfen, Cass County Municipalities
Kite Singleton, Regional Transit Alliance
Mayor David Slater, Clay County Municipalities
Mayor John Smedley, Platte County Municipalities
Tim Vandall, Leavenworth County Municipalities
Geoffrey Vohs, Johnson County
Beccy Yocham, Johnson County Municipalities

Others Present

Mary Cyr, Mattie Rhodes Center
Dick Davis, Olsson Associates
Bob Goodwillie, Hg Consult, Inc.
Nan Johnston, City of Parkville
Kristen Leathers, Affinis
Ken Miller, City of Lansing
Brian Nowotny, Jackson County
Agnes Otto, WSP/Parsons Brinckerhoff
Barry Rolle, HDR
Allison Smith, KDOT
Paul Snider, KCATA
Brent Thompson, Unified Gov't WyCo/KCK
Tom Worker-Braddock, Olsson Associates

MARC Staff Present

Ron Achelpohl, Director of Transp. and Environment
Aaron Bartlett, Senior Transportation Planner
Beth Dawson, Senior Land Use Planner
LaTina Ford, Transportation Intern
David Gress, Transportation Intern
Marc Hansen, Principal Planner
Jim Hubbell, Principal Planner
Tom Jacobs, Environmental Program Director
Manager
Whitney Morgan, Transportation Planner I
Martin Rivarola, Assistant Director of Transportation
Land Use Planning
Amy Strange, Public Affairs Coordinator
Jermain Whitmore, Program Assistant
Eileen Yang, Transportation Modeling Manager

1) Welcome/Introductions

Mayor Carson Ross, Missouri Co-Chair, called the meeting to order and self-introductions followed.

2) Approval of November 15, 2016 Meeting Summary*

There were no changes to the November 15, 2016 meeting summary. Janet McRae moved to approve the meeting summary, Beccy Yocham seconded and the motion carried unanimously.

3) 2016 Special Amendment #4 to the 2016-2020 Transportation Improvement Program*

The *Transportation Improvement Program (TIP)* is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five year period. Periodically, MARC amends the *TIP* outside of the normal quarterly cycle to avoid delays that may adversely affect the schedule and budget of various projects.

The proposed 2016 Special Amendment #4 to the *2016-2020 TIP* includes 18 projects:

- 4 new projects to be added:
 - #524003 – Clay County – Replace 148th St Bridge over Carroll Creek
 - #524004 – Clay County – Replace 188th St Bridge over New Hope Creek
 - #634072 – Jackson County – Pavement Repair/Overlay at Longview Lake
 - #990294 – MoDOT – Pavement Striping at Various Intersections

- 14 modified projects
 - Scope
 - Schedule
 - Budget

Details of this projects are available for review on the Internet at:

<http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/16SpecAmend4.aspx>

MARC's Public Involvement Plan requires that proposed amendments to the *TIP* be released for public review and comment prior to adoption. No comments were received.

All of the projects in the proposed 2016 Special Amendment #4 are financially constrained.

Mark McHenry moved to approve the *2016 Special Amendment #4 to the FFY 2016-2020 TIP*, Mayor John Smedley seconded and the motion carried unanimously.

4) 2017 1st Quarter Amendment to the 2016-20 TIP for Public Review & Comment*

The *Transportation Improvement Program (TIP)* is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five year period. MARC amends the *TIP* on a quarterly cycle to accommodate changes to projects in the *TIP*.

The proposed 2017 1st Quarter Amendment to the *2016-20 TIP* includes 24 projects:

- 6 new projects to be added, including, but not limited to:
 - #780007 – Jefferson Street Pedestrian Walkway
 - #990295 – High Friction Surface Treatment at Various Locations

- #990296 – Priority Signal Communication Infrastructure
- #995196 – Mobility on Demand Demonstration Program
- 18 modified projects
 - Scope
 - Schedule
 - Budget

Details of these projects are available for review on the Internet at:

<http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/17Q1amend.aspx>

MARC’s Public Involvement Plan requires that proposed amendments to the *TIP* be released for public review and comment prior to adoption.

All of the projects in the proposed 1st quarter amendment are financially constrained.

Mayor John Smedley moved to approve the release of the *2017 1st Quarter Amendment to the FFY 2016-2020 TIP for public review and comment*, Mark McHenry seconded and the motion carried.

5) *Transportation Outlook 2040 Amendment #2**

In June of 2015, the MARC Board of Directors approved an update to Transportation Outlook 2040, the Kansas City regions long-range, Metropolitan Transportation Plan (MTP). It is a blueprint that describes how the region will manage, operate, and invest in its multimodal transportation system over the next 25 years.

Transportation Outlook 2040 describes the current and evolving surface transportation needs of the metropolitan area and identifies \$33.1 billion in transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian and freight movement. Amendments are made to Transportation Outlook 2040 as new projects, funding, or programs arise and MARC’s Public Involvement Plan requires that proposed amendments to the MTP be released for public review and comment.

MARC has received a request to amend *Transportation Outlook 2040*. The proposed Amendment #2 involves 1 project, as described below.

a) Amend project #330: Lone Elm Road from Old 56 Highway to 151st Street Project Details:

- **Sponsor:** City of Olathe
- **Description:** Capacity improvement for future K-7 alignment, from a rural 2-lane to 4-lane divided arterial
- **Category:** Roadway
- **Cost:** Increase from \$12 million to \$22.1 million
- Period:** 2015 to 2020
- **Financial Constraint:** The financial analysis in Transportation Outlook 2040 indicates there is sufficient local funding capacity to support the additional cost. Financial constraint tables in Appendix E will be amended to reflect the increased expenditure.

Figure E.11c (REVISED): Financial constraint of Kansas local system projects

	2015-2020	2021-2030	2031-2040	TOTAL
Revenue	\$1,713,900,000	\$3,384,700,000	\$4,188,700,000	\$9,287,300,000
O&M	(\$187,000,000)	(\$396,000,000)	(\$532,000,000)	(\$1,115,000,000)
Preservation	(\$530,000,000)	(\$1,122,000,000)	(\$1,508,000,000)	(\$3,160,000,000)
Available for projects	\$996,900,000	\$1,866,700,000	\$2,148,700,000	\$5,012,300,000
Non-preservation MTP projects	(\$455,600,000)	(\$854,200,000)	(\$568,400,000)	(\$1,878,200,000)
Difference	\$541,300,000	\$1,012,500,000	\$1,580,300,000	\$3,134,100,000

Transportation Outlook 2040 describes how the region will manage, operate, and invest in its multimodal transportation system over the next twenty-five years. The plan describes goals and objectives for the region, policies to help the region make progress toward the goals, and actions to support the policies. It stresses the interrelationships between modes and promotes the integration of individual facilities and services into a system that efficiently and cost-effectively meets the access and mobility needs of the region.

Per MARC’s Public Involvement Plan, the details of this proposed amendment were advertised for a 14-day public review and comment period. MARC received one comment, and a response was generated.

The amended projects as proposed are financially constrained. The proposed amendment to Transportation Outlook 2040 was considered and formally recommended by the MARC Highway Committee on September 28, 2016.

Janet McRae moved to approve the *Transportation Outlook 2040 Amendment #2*, Mark McHenry seconded and the motion carried.

6) Transportation Outlook 2040 Amendment #3 for Public Review & Comment*

In June of 2015, the MARC Board of Directors approved an update to *Transportation Outlook 2040*, the Kansas City regions long-range, Metropolitan Transportation Plan (MTP). It is a blueprint that describes how the region will manage, operate, and invest in its multimodal transportation system over the next 25 years.

Transportation Outlook 2040 describes the current and evolving surface transportation needs of the metropolitan area and identifies \$33.1 billion in transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian and freight movement. Amendments are made to *Transportation Outlook 2040* as new projects, funding, or programs arise and MARC’s Public Involvement Plan requires that proposed amendments to the MTP be released for public review and comment.

MARC has received another request to amend *Transportation Outlook 2040*. The proposed Amendment #3 involves 2 projects, as described below.

a) Amend project #160: I-435 from KS State Line to I-49 (Phase 1)

Project Details:

- **Sponsor:** MoDOT

- **Description:** Phase 1 - Replace 4 existing bridges at Wornall and Holmes Rd and rehabilitate 4 existing bridges at 103rd St interchange and Blue River crossing
- **Category:** Roadway (Preservation)
- **Cost:** Increase from \$21 million to \$49 million
- **Period:** 2015 to 2020
- **Financial Constraint:** The financial analysis in Transportation Outlook 2040 indicates there is sufficient funding capacity in the plan's Preservation Program to support the additional cost. This project will be added to the list of regionally significant preservation projects.

b) Amend project #3007: I-435 from KS State Line to I-49 (Phase 2)

Project Details:

- **Sponsor:** MoDOT
- **Description:** Phase 2 - Operational, capacity and safety improvements along corridor
- **Category:** Roadway (Capacity)
- **Cost:** Decrease from \$44 million to \$21 million
- **Period:** 2015 to 2020
- **Financial Constraint:** This project will be moved to the list of financially constrained projects. The financial analysis in Transportation Outlook 2040 indicates there is sufficient funding capacity to support the additional cost. Financial constraint tables in Appendix E will be amended to reflect the increased expenditure.

Figure E.11b (Amendment 3): Financial constraint of Missouri state system projects

	2015-2020	2021-2030	2031-2040	TOTAL
Revenue	\$731,518,000	\$1,518,250,000	\$1,518,250,000	\$3,768,018,000
O&M	(\$78,000,000)	(\$166,000,000)	(\$223,000,000)	(\$467,000,000)
Preservation	(\$609,700,000)	(\$1,085,100,000)	(\$1,192,300,000)	(\$2,887,100,000)
Available for projects	\$43,818,000	\$267,150,000	\$102,950,000	\$413,918,000
Non-preservation MTP projects	(\$39,000,000)	\$0	\$0	(\$39,000,000)
Difference	\$4,818,000	\$267,150,000	\$102,950,000	\$374,918,000

Transportation Outlook 2040 describes how the region will manage, operate, and invest in its multimodal transportation system over the next twenty-five years. The plan describes goals and objectives for the region, policies to help the region make progress toward the goals, and actions to support the policies. It stresses the interrelationships between modes and promotes the integration of individual facilities and services into a system that efficiently and cost-effectively meets the access and mobility needs of the region.

MARC's Public Involvement Plan requires that proposed amendments to the MTP be released for public review and comment.

The amended projects as proposed are financially constrained. The proposed amendment to Transportation Outlook 2040 was considered & formally recommended by the MARC Highway Committee on November 30, 2016.

Kite Singleton requested more details on the 2 projects, and Mr. Hubbell elaborated on them, with Susan Barry of MoDOT giving additional information.

Kite Singleton moved to approve the *Transportation Outlook 2040 Amendment #3 for public review and comment*, Mayor David Slater seconded and the motion carried.

7) Changes to the MARC Roadway Functional Classification System

Functional classification is the process by which roadways are categorized into classes, or systems, according to the type of service they are intended to provide. This system for roadway classification was developed by the Federal Highway Administration (FHWA), and has implications for the eligibility of a roadway to receive federal transportation funding. In addition to funding eligibility, the functional classification is used for the purposes of including planning, analysis, performance reporting and travel modeling.

Periodically, MARC works with local jurisdictions and the State DOTs to review and recommend changes to the FHWA functional classification system. The following table contains a list of recommended changes. All changes comply with federal criteria and guidelines for roadway functional classification.

Route	Location	From	To	Proposed change
158 th Street	Basehor, KS	US-24/40 (State Ave.)	Parallel Rd.	Local to Minor Collector
US-24	Jackson County, MO	KC east urban limit	Lafayette County Line	Principal Arterial to Freeway/Expressway
US-50	Jackson County, MO	MO-7	Johnson County Line	Principal Arterial to Freeway/Expressway
MO-7	Cass County, MO	Harrisonville east urban limit	Henry County Line	Principal Arterial to Freeway/Expressway

The functional classification system is used to determine eligibility for roadways in the region to receive federal transportation funding. It is not used to prioritize funding or assign points during the project scoring and selection process.

The proposed changes to the functional classification system were reviewed and approved by the MARC Highway Committee on November 30, 2016. The change will ultimately need to be approved by the MARC Board of Directors.

Mark McHenry moved to approve the *Changes to the MARC Roadway Functional Classification System*, Mayor Slater seconded and the motion carried.

8) Regional Green Infrastructure Plan

MARC has long engaged in a broad range of regional green infrastructure (GI) conservation efforts, including efforts focused on MetroGreen, Eco-Logical, stormwater, urban forestry, stream protection, green/complete streets, and the regional natural resources inventory. Each of these efforts is integral to Transportation Outlook 2040, the Regional Plan for Sustainable Development, and Creating/Planning Sustainable Places. However, assorted GI efforts are programmatically disconnected, and typically funded at a level that does not align with the potential benefits.

MARC received a grant from KDHE in 2015 to conduct significant stakeholder engagement to help develop a scope of work to formulate a more cohesive regional green infrastructure plan. This plan would develop a more

integrated framework to advance multiple natural resource protection strategies under the umbrella of MetroGreen. Additional resources were secured to advance the next phase of the planning effort through the federal Consolidated Planning Grant funds in the UPWP, as amended in August of 2016.

MARC selected a consulting team lead by BNIM to conduct a stakeholder charrette on November 15 as part of initial efforts to identify natural resource conservation and restoration priorities. Phase one of this process will conclude in December 2016. Additional work to refine GI priorities and to develop a policy framework in support of focused implementation strategies will continue in 2017.

Transportation Outlook 2040 recommended incorporation of green infrastructure into regional complete streets policies. The regional complete streets policy was updated in December of 2015.

Commissioner Michael Ashcraft inquired into the demarcation between Clay & Ray County and why Ray is greener than others. Mr. Jacobs responded that a number of different factors could effect that; however, to note, Ray County is more forested than the other surrounding counties.

Commissioner Ashcraft also asked what will success look like, and Mr. Jacob's answered that there are many ways to measure success, but we would like to maximize benefits across as many sectors as possible by creating processes that would enable us to stack benefits that work across the board.

Janet McRae mentioned that Miami County has started to see some policies regulating beekeeping and she was wondering if he has encountered any of that, and if the plan will address different policies which arise that will effect Air & Water Quality. Mr. Jacobs commented that he isn't knowledgeable on any policies on beekeeping, though he is aware of a few projects. There are many policies within the plan which addresses many factors concerning the environment.

9) Update on SmartMoves 3.0 (RideKC Regional Transit Plan) Activities

Martin Rivarola provided an update on this effort and project's status, draft recommendations and future stakeholder engagement activities. The Mid-America Regional Council, in partnership with KCATA, Johnson County, Unified Government Transit, the City of Independence, and KC Streetcar, is currently developing an implementation strategy that will guide the region towards the goal of doubling the number of jobs accessible by transit in the Kansas City region in the next ten years. In coordination with the development of this implementation plan, MARC and its transit partners, is also conducting an update to the Smart Moves Regional Transit Vision. Together, these projects will make up the RideKC Regional Transit Plan, to be known as "*SmartMoves 3.0*".

SmartMoves 3.0 is nearing completion. Draft recommendations are nearly finalized and project partners are in the process of developing cost estimates and phasing strategies for implementation. Over the next few months, project partners will be engaging with the public, regional stakeholders and interested parties in order to finalize the plan's recommendations. We expect to conclude this work by the 2Q of 2017.

These recommendations will include strategies for:

- Fixed Route transit services with increased frequency and coverage,
- Technology-enabled Mobility services including microtransit, ridesharing, bike and car sharing and other first and last-mile connections to serve lower density areas,
- Mobility Hubs to connect transit and mobility centers,
- Urban Design guidelines for transit oriented and transit ready development, and
- Marketing, outreach and engagement to implement the plan.

The results of the planning process will guide future transit expansion in the region and will require an update to transit elements in *Transportation Outlook 2040*. This project is funded through a USDOT TIGER 2014 grant, FTA

Section 5307 (KCATA), and local matching funds. The Regional Transit Coordinating Council provides oversight and direction to this project and has been briefed by staff at multiple points in the process.

Commissioner Ashcraft questioned does the emphasis on the “Big Box Bus Strategy” fully identify mobility hubs, or allow users to access different transportation methods from their homes/jobs/etc. , especially considering all of the emerging vehicle technologies and companies such as Uber & Lyft. Mr. Rivarola said that the concept of mobility hubs did arise from this, which majority of would be served by fixed route transit services, and it would be the location where all of these connect.

10) 2016 Transportation Performance Measures Update

Jim Hubbell introduced Whitney Morgan who presented the 2016 Transportation Performance Measures update, highlighting a selection of key findings and trends. In support of a performance-based planning process, *Transportation Outlook 2040* includes a set regional performance measures related to the vision and goals defined in the plan’s [Policy Framework](#). Since 2010, MARC has produced an annual Performance Measures Report to monitor trends and help MARC and regional transportation stakeholders to better understand and evaluate progress towards achieving the plan goals.

In 2015, regional stakeholders were engaged through several MARC committees to evaluate the transportation planning performance measures. Several new and/or modified measures were identified and selected as a result of that process, and appear in the 2016 Transportation Performance Measures Update.

With each update to the performance measures report, MARC staff produces two documents: a Performance Measures Snapshot, and a Performance Measures Report. The Snapshot provides a brief summary of how each measure has changed since the last update. The Report goes into more depth and detail, providing a description of each measure, visualization of long-term performance, and interpretation of trends. A copy of the 2016 Snapshot is attached to this report.

Additionally, staff will provide a brief report on future activities to respond to performance management requirements in the FAST Act, the current transportation authorization bill. These activities will focus on setting targets for several transportation performance areas.

The annual Performance Measures Report provides an update on the region’s progress towards achieving the goals and objectives in Transportation Outlook 2040. The information is provided to be considered by TTPC and other MARC committees in the context of regional transportation policies and priorities.

Commissioner Ashcraft asked if there is a stated outcome expectation, and Mr. Morgan responded that we intend to monitor trends to help develop our goals and targets. Ron Achelpohl reminded the group that there are new federal requirements to set targets for safety, system performance and other measures.

11) Quarterly Safety Report

The Destination Safe Coalition will begin and complete work to update the regional strategic highway safety plan. The updated plan will set new goals over a five-year period 2018-2022. Like its predecessors the plan will follow a data-driven process to identify priorities and focus areas. The plan will also continue the vision “Toward Zero Deaths” philosophy every life counts and one death is too many.

MARC will manage the planning process. Development of the plan will be a collaborative effort of safety partners with oversight from the Destination Safe Leadership Team and the Safety Data Task Team. MARC will work with KDOT and MoDOT to set safety targets for performance measures consistent with both States. Project status updates will be provided to TTPC through the Quarterly Safety Report or as requested.

3rd QUARTER, KANSAS CITY REGION FATALITY REPORT

The Kansas City Region Fatality Report ending September 30, 2016 is attached. The report tracks 15 Focus Areas identified in the **Safety Blueprint**. Each quarterly report represents the total recorded year-to-date roadway fatalities for the 13 county area. The **Safety Blueprint** has a set goal of 170 or fewer fatalities through 2016.

A total of **157** fatalities have been reported through this quarter, this is above the year-to-date **120** or fewer goal. The five-year average 2011-2015 this this period is **133**. This year fatalities are **up 18%** over the five-average.

The report provides fatalities by county. This year we are observing increases in both urban areas and the rural areas. The month-by-month regional fatalities are compared to the five-year monthly average to provide a baseline. The region experienced unusually high fatalities in February, July, August and September over monthly average.

The report tracks 15 Focus Areas that are grouped into Behavioral, Infrastructure and Special User categories. Human factors contribute to 94% of crashes according to the National Highway Traffic Safety Administration studies. The Destination Safe Coalition continues to focus their efforts to address behavior related safety issues. Occupant protection, and unsafe driving behaviors such as aggressive driving, driving under the influence, and distracted driving remain focus areas that are addressed through education, enforcement and public policy.

Statewide seat belt rates reported for 2015 were 80.0% Missouri and 82.1% Kansas use rate compared to a national 87.0% use rate. The Coalition encourages more communities in Missouri to consider primary seatbelt ordinances because they correlate to higher seatbelt use rates.

The two leading infrastructure focus areas are “lane departure” and “fixed object”. This quarter infrastructure related factors are up across all focus areas. Addressing these factors requires long term and sustained efforts.

Special user focus areas showed are down or nearly flat over the five-year average for all areas except “Motorist 15-24 years old”. Efforts to reduce fatalities focus primary on this group and often involves public education with targeted law enforcement. We will continue to monitor traffic fatalities and will report again in March of 2017.

One of the regional goals of *Transportation Outlook 2040* Update is to “... improve safety and security for all transportation users.”

Councilman Adams requested an age breakdown on the unlicensed driver statistic, and Mr. Bartlett admitted that they can retrieve that number. Councilman Adams commented that some of the other statistics in the middle column seem to be more related to driver skill than infrastructure issues (i.e. lane departures), and suggested that maybe we need to focus on educating more drivers. Mayor Ross agreed and advocated to drilling down to identify actual causes from police reports and any other resources, then educate drivers.

Mayor Eileen Weir proposed that it could be that the inability to prosecute minor violations could be leading to major fatalities in the long run.

12) Other Business

- Ron Achelpohl informed everyone that there will be an invitation going out regarding a Scenario Planning workshop coming up on January 31st at the Kauffman Foundation.

13) Adjournment

With no further business the meeting was adjourned. The next meeting of TTPC will be held January 17, 2017.

ISSUE

VOTE: 2017 1st Quarter Amendment to the 2016-20 Transportation Improvement Program

BACKGROUND

The *Transportation Improvement Program (TIP)* is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five year period. MARC amends the *TIP* on a quarterly cycle to accommodate changes to projects in the *TIP*.

The proposed 2017 1st Quarter Amendment to the *2016-20 TIP* includes 24 projects:

- 6 new projects to be added, including, but not limited to:
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Details of these projects are available for review on the Internet at:

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POLICY CONSIDERATIONS

MARC's Public Involvement Plan requires that proposed amendments to the *TIP* be released for public review and comment prior to adoption. No comments were received during the comment period.

All of the projects in the proposed 1st quarter amendment are financially constrained.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve the 2017 1st Quarter Amendment to the *FFY 2016-2020 TIP*.

STAFF CONTACT

Marc Hansen

ISSUE

VOTE: Release Transportation Outlook 2040 Amendment #3 for Public Review and Comment

BACKGROUND:

In June of 2015, the MARC Board of Directors approved an update to *Transportation Outlook 2040*, the Kansas City region's long-range, Metropolitan Transportation Plan (MTP). It is a blueprint that describes how the region will manage, operate, and invest in its multimodal transportation system over the next 25 years.

Transportation Outlook 2040 describes the current and evolving surface transportation needs of the metropolitan area and identifies \$33.1 billion in transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian and freight movement. Amendments are made to *Transportation Outlook 2040* as new projects, funding, or programs arise and MARC's

MARC has received another request to amend *Transportation Outlook 2040*. The proposed Amendment #3 involves 2 projects, as described below.

a) Amend project #160: I-435 from KS State Line to I-49 (Phase 1)

Project Details:

- **Sponsor:** MoDOT
 - **Description:** Phase 1 - Replace 4 existing bridges at Wornall and Holmes Rd and rehabilitate 4 existing bridges at 103rd St interchange and Blue River crossing
- **Category:** Roadway (Preservation)
- **Cost:** Increase from \$21 million to \$49 million
- **Period:** 2015 to 2020
- **Financial Constraint:** The financial analysis in *Transportation Outlook 2040* indicates there is sufficient funding capacity in the plan's Preservation Program to support the additional cost. This project will be added to the list of regionally significant preservation projects.

b) Amend project #3007: I-435 from KS State Line to I-49 (Phase 2)

Project Details:

- **Sponsor:** MoDOT
- **Description:** Phase 2 - Operational, capacity and safety improvements along corridor
- **Category:** Roadway (Capacity)
- **Cost:** Decrease from \$44 million to \$21 million
- **Period:** 2015 to 2020

- **Financial Constraint:** This project will be moved to the list of financially constrained projects. The financial analysis in Transportation Outlook 2040 indicates there is sufficient funding capacity to support the additional cost. Financial constraint tables in Appendix E will be amended to reflect the increased expenditure.

Figure E.11b (Amendment 3): Financial constraint of Missouri state system projects

	2015-2020	2021-2030	2031-2040	TOTAL
Revenue	\$731,518,000	\$1,518,250,000	\$1,518,250,000	\$3,768,018,000
O&M	(\$78,000,000)	(\$166,000,000)	(\$223,000,000)	(\$467,000,000)
Preservation	(\$609,700,000)	(\$1,085,100,000)	(\$1,192,300,000)	(\$2,887,100,000)
Available for projects	\$43,818,000	\$267,150,000	\$102,950,000	\$413,918,000
Non-preservation MTP projects	(\$39,000,000)	\$0	\$0	(\$39,000,000)
Difference	\$4,818,000	\$267,150,000	\$102,950,000	\$374,918,000

POLICY CONSIDERATIONS

Transportation Outlook 2040 describes how the region will manage, operate, and invest in its multimodal transportation system over the next twenty-five years. The plan describes goals and objectives for the region, policies to help the region make progress toward the goals, and actions to support the policies. It stresses the interrelationships between modes and promotes the integration of individual facilities and services into a system that efficiently and cost-effectively meets the access and mobility needs of the region.

The proposed amendment was made available for public comment during a 14-day period. No comments were received.

BUDGET CONSIDERATIONS:

The amended projects as proposed are financially constrained.

COMMITTEE ACTION:

The proposed amendment to Transportation Outlook 2040 was considered and formally recommended by the MARC Highway Committee on November 30, 2016.

RECOMMENDATION:

TTPC approves the proposed amendments to *Transportation Outlook 2040*.

STAFF CONTACT:

Jim Hubbell

ISSUE

VOTE: 2017 Unified Planning Work Program – Amendment #1 for Public Review & Comment

BACKGROUND

The *Unified Planning Work Program (UPWP)* 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products.

The proposed 2017 UPWP Amendment #1 will make the following modifications:

- Program additional Missouri Consolidated Program Grant (CPG) in the following tasks for staff expenses:
 - 1.1 - Program Administration \$15,000;
 - 2.1 - Land Use, Demographic and Comprehensive Planning \$50,000
 - 2.3 - Modeling/Forecasting Activities \$50,000
 - 2.5 - Transportation Research and Database Management \$40,000
 - 4.1 - Conformity of the MTP and TIP \$3,200
 - 4.2 - Mobile Source Elements of the Clean Air Action Plan \$5,000
- Revise task 3.1, Transportation Improvement Program, to remove \$60,000 for contracted services for the development of a TIP Database Tool. Reassign this funding to staff expenses in tasks 2.2, Metropolitan Transportation Plan (\$30,000) and 3.1, Transportation Improvement Program (\$30,000);
- Revise task 5.1, Active Transportation Planning, to remove \$80,000 for contracted services for the development of a Regional Pedestrian Policy Plan. Reassign this funding to staff expenses in task 5.1;
- Revise task 5.2, Intelligent Transportation Systems Planning and Integration, to decrease CPG funding for the Regional ITS Architecture Update by \$25,000. This decrease will be offset by increased funding from other sources. Reassign the CPG funding to staff expenses in task 2.5, Transportation Research and Database Management.
- Adjust the MARC consultant budget in Appendix C, Schedule 3 to reflect the consultant contract budget changes in tasks 3.1, 5.1, and 5.2 described above;
- Add new tasks funded through the Missouri Traffic Engineering Assistance Program (TEAP) to the Appendix E – Related Activities
 - E.5 - Lewis Street Traffic Study – Parkville, MO
 - E.6 – Pleasant Hill Bikeway Plan – Pleasant Hill, MO

The revisions are detailed at http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/2017_UPWP_Amend1.aspx . These revisions result in changes to MARC's budget and work activities for 2017 and should be released for public review and comment.

POLICY CONSIDERATIONS

Projects conducted through the *UPWP* may influence or result in changes to established transportation policies, plans and programs.

BUDGET CONSIDERATIONS

The amendment results in an increase of \$163,200 to the overall UPWP CPG budget.

COMMITTEE ACTION

None.

RECOMMENDATION

Release Amendment #1 to the *2017 UPWP* for public review and comment.

STAFF CONTACT

Marc Hansen

ISSUE

*VOTE: MPO Policy Board Composition Recommendation**

BACKGROUND

The Fixing America’s Surface Transportation Act (FAST Act) and the final rule for § 450.310 now require that Metropolitan Planning Organization (MPO) Policy Boards include local elected officials, representatives of public agencies that provide public transportation services and appropriate state officials. The MARC board of directors serves as the MPO Policy Board for the Kansas City area and includes local elected officials but does not currently include designated representatives for providers of public transportation or state officials.

The final rule, enacted in May of 2016, allows appropriate local elected officials to “wear two hats” and also serve as representatives of providers of public transportation. This need not result in modifying their voting rights. The final rule also allows MPOs to adjust their policy board membership without redesignation by the states or changes to their bylaws.

The following local governments have permanent voting membership on the MARC board of directors, provide public transportation services and are therefore eligible to represent transit interests under the final rule:

- City of Independence, Missouri – 2 directors, provides public transportation services through contracts with KCATA for IndeBus
- City of Kansas City, Missouri – 4 directors, provides public transportation services through contracts with KCATA and Kansas City Streetcar Authority
- City of Lee’s Summit Missouri – 1 director, provides public transportation services through contracts with KCATA
- City of Olathe, Kansas – 1 director, operates Olathe Taxi Voucher Program
- Johnson County, Kansas – 2 directors, provides public transportation services through contracts with KCATA for The Jo
- Unified Government of Wyandotte County/Kansas City, Kansas – 3 directors, provides public transportation services through contracts with KCATA and operates The Bus service

From time to time, other jurisdictions that provide public transportation services may also be represented on the MARC Board through the seats for Clay County municipalities and Jackson County municipalities, for example.

MARC intends to use the provisions of the final rule to adjust board membership by resolution to designate one or more eligible existing directors with voting rights as representatives of providers of public transportation, and appoint non-voting advisory directors under Section 5.5 of the MARC bylaws to represent appropriate state officials from the Kansas Department of Transportation (KDOT) and Missouri Department of Transportation (MoDOT).

Three basic scenarios were considered to implement this change:

- 1) Designate all eligible MARC directors as “providers of public transportation”,

- 2) Designate a single eligible director as the representative for providers of public transportation, or
- 3) Designate more than one, but less than all, eligible directors as providers of public transportation

After discussions with the MARC Executive Committee and representatives of the Federal Transit Administration, Federal Highway Administration, Kansas City Transportation Authority, Kansas Department of Transportation and Missouri Department of Transportation, the third scenario was identified as most appropriate approach to meet this requirement in the Kansas City area. In addition to designating voting directors as representatives of public transportation providers and non-voting advisory positions for KDOT and MoDOT, a non-voting advisory position for the Kansas City Area Transportation Authority is also desirable.

POLICY CONSIDERATIONS

MARC must comply with the final rule for § 450.310 (d) for the region's metropolitan planning process to be certified by USDOT. Detailed analysis of these provisions is attached.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

This proposal has been discussed with the MARC Executive Committee and Regional Transit Coordinating Council.

RECOMMENDATION

- a) At a future meeting, the MARC Board Chair will nominate and the Board will confirm two (2) eligible directors as described above, one (1) from Kansas and one (1) from Missouri, to serve as representatives of providers public transportation on the MARC Board of Directors in its role as MPO policy board;
- b) Create two (2) non-voting advisory director positions, one (1) for the Kansas Department of Transportation and one (1) for the Missouri Department of Transportation under Section 5.5 of the MARC bylaws. The MARC Board Chair will confer and appoint representatives for these positions with KDOT and MoDOT; and
- c) Create one (1) non-voting advisory director position for the Kansas City Area Transportation Authority. The MARC Board Chair will confer and appoint the representative for this position with KCATA.

STAFF CONTACTS

Ron Achelpohl

Analysis of MARC Compliance with § 450.310 (d) Final Rule

Summary:

- *Federal planning rules were finalized on May 27, 2016.*
- *New legislative requirements for “MPO policy board” composition will impact MARC.*
- *The MARC Board of Directors is currently the MPO policy board and TTPC is an advisory committee.*
- *There are two ways for MARC to meet these new requirements.*
- *Recommend implementing changes to MARC board membership prior to 2017 federal certification review, if possible.*

What is the issue?

Recent changes to federal regulations regarding metropolitan planning organization (MPO) policy board composition have been finalized.

Because many MPOs do not have representatives of public transportation providers in their formal decision-making structures, Congress introduced a requirement in MAP-21 adding “(o)fficials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation”. USDOT published guidance on this issue in 2014, but no new regulations. The FAST Act refined and reinforced this requirement in 2015.

The final rule regulating this provision was published on May 27, 2016

at: <https://www.federalregister.gov/articles/2016/05/27/2016-11964/statewide-and-nonmetropolitan-transportation-planning-metropolitan-transportation-planning>

How does this affect MARC?

MARC has a long history of including stakeholders representing all modes of surface transportation, including public transportation, in our metropolitan planning work to ensure that decisions made as an MPO consider impacts to and relationships between different modes. We have accomplished this through a committee structure involving the MARC board of directors, Total Transportation Policy Committee (TTPC) and various standing planning and programming committees and ad hoc task forces.

While this structure has worked well in including a broad range of stakeholders in MARC MPO decision-making, and MARC has been recognized for our best-practices in stakeholder involvement by USDOT and others, it may or may not comply with new legislation and regulations issued by USDOT.

Who must be members of an MPO policy board?

§ 450.310 (d) (1) lists the required membership of an MPO policy board as:

“(i) Local elected officials;

(ii) Officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and

(iii) Appropriate State officials.”

Who must have voting rights on an MPO policy board?

§ 450.310 (d) (3) (iii) states that “An official described in paragraph (d)(1)(ii) shall have responsibilities, actions, duties, voting rights, and any other authority commensurate with other officials described in paragraph (d)(1) of this section.” However, no such stipulation is made for officials described in (d)(1)(i) or (iii).

This allows the possibility of three potential end states in § 450.310 (d) (1):

- 1) If local elected officials (i) and States (iii) are voting members, then transit providers (ii) must also be voting members
- 2) If (i) are voting members and (iii) are not voting members, then
 - a. (ii) may be voting members commensurate with (i) OR
 - b. (ii) may be non-voting members commensurate with (ii)

Further review of this provision by MARC legal counsel in Appendix C indicates that scenario 2b would not satisfy § 450.310 (d) (1) so transit representatives would need voting rights commensurate with local elected officials.

Who is the MPO policy board at MARC?

§ 450.104 defines an MPO as “...the policy board of an organization created and designated to carry out the metropolitan transportation planning process”.

From USDOT guidance issued in 2014, “Congress made clear that the term *metropolitan planning organization* refers to “the policy board” of the organization, not its advisory or non-decisionmaking elements”.

The governors of Kansas and Missouri designated MARC as the MPO for greater Kansas City in 1974. However, their formal designation letters did not address the role of the MARC board of directors or any committees. All subsequent actions to change the MARC MPO boundary are also silent on this issue.

The MARC bylaws provide provisions for the board of directors to establish advisory committees but do not mention either an MPO role or specific provisions for the TTPC.

MARC established TTPC to provide policy recommendations to the board of directors. TTPC includes all of the required voting members identified in § 450.310 (d) (1). The TTPC bylaws state that:

“The MARC Board of Directors serves as the designated MPO for the bi-state Kansas City Region. TTPC has been established by the MARC Board to provide policy-level input on significant transportation issues, programs and projects. TTPC serves as the primary focal point for MARC’s overall transportation planning program. TTPC formulates and forwards policy, planning and programming recommendations to the MARC Board for consideration. In the event the MARC Board does not concur with a recommendation of TTPC, the recommendation will be returned to TTPC for further deliberation and discussion to respond to concerns of the MARC Board, before returning with a subsequent recommendation.”

Since, actions by TTPC are not final until approved by the MARC Board of Directors, the MARC Board of Directors is the MPO policy board and TTPC serves as an advisory committee.

Who are the members of the MARC MPO Policy Board?

The MARC board of directors includes local elected officials as identified in § 450.310 (d) (1) (i).

Members of MARC are local governments, who may appoint “directors” to MARC’s Board of Directors per Articles III and V of the MARC bylaws.

Section 5.2 of MARC’s bylaws stipulates that there may be no fewer than three directors on MARC’s board, that the number of directors may be changed by majority vote of the board and that all directors must be “natural persons who are elected officials of cities or counties within the Mid-America Regional Planning Area”.

Section 5.5 allows the board to appoint “non-voting advisory directors representing major area-wide citizen interest”.

Are there any provisions to exempt MARC from these new requirements?

§ 450.310 (d) (4) is a “grandfather” provision that exempts certain MPOs from this requirement if they were established under state legislation on or before December 18, 1991.

Since MARC was designated as an MPO by executive action of the governors of Kansas and Missouri and not through legislation, this grandfather provision does not exempt MARC from this requirement.

Does the current MARC MPO policy board comply?

The MARC Board of Directors serves as the policy board of the MPO and the MARC bylaws specify that its voting members must be local elected officials, satisfying § 450.310 (d) (1) (i). However, since the board does not also currently include designated members satisfying § 450.310 (d) (1) (ii) or (iii), MARC’s current MPO policy board does not comply.

Does MARC need to be redesignated by the States to comply?

No. Per § 450.310 (d) (2) “An MPO may be restructured to meet the requirements of this paragraph (d) without undertaking a redesignation.”

Must MARC to change its bylaws to comply?

No. Per § 450.310 (d)(3)(i) “Designation or selection of officials or representatives under paragraph (d)(1) of this section shall be determined by the MPO according to the bylaws or enabling statute of the organization.”

USDOT makes it clear in the Federal Register commentary preceding the formal regulatory language that MPOs have broad discretion in designating members to satisfy § 450.310 (d) (1) (ii). Options to satisfy this requirement include appointing new members to represent these jurisdictions and/or designating appropriate local elected officials already on the policy board to serve this role.

Adding new voting directors to the MARC board *would* require revising the bylaws, however, since many of MARC’s member local governments operate public transit services, MARC could simply designate by resolution one or more of the current directors representing these jurisdictions to satisfy this requirement.

Appropriate state officials may be added to the board as non-voting advisory directors under Section 5.5 of the bylaws.

Alternatively, pursuant to the first sentence of Section 5.9 the existing board could designate the TTPC committee having MPO policy board authority by resolution.

See additional discussion of this issue by MARC legal counsel in Appendix C.

What are the potential consequences of non-compliance?

MARC is due for a federal certification review in 2017. Federal certification is required for FHWA and FTA staff to approve actions of an MPO. Given that the final rule is new, it is very likely that USDOT will review MARC’s status for compliance with it. USDOT could issue a corrective action regarding this issue in this process, in which case MARC would be given some period of time to comply before FHWA or FTA would cease to recognize MARC’s plan, TIP and/or UPWP.

What options are available for MARC to comply without changing bylaws?

There are two alternative strategies for MARC to comply with this requirement:

- 1) MARC could adjust MARC board membership by resolution to designate one or more eligible existing directors as representatives of public transportation and appoint two or more non-voting advisory directors under Section 5.5 of the MARC bylaws to represent appropriate State officials, or
- 2) The MARC board of directors could delegate MPO policy board functions to TTPC by resolution.

What are the pros and cons of these options?

Strategy	Pros	Cons
Adjust MARC board membership by resolution	<ul style="list-style-type: none"> • Would maintain existing relationship between Board and TTPC 	<ul style="list-style-type: none"> • Minor adjustment to Board composition
Delegate MPO policy board role to TTPC by resolution	<ul style="list-style-type: none"> • Would maintain existing structure of MARC Board of Directors 	<ul style="list-style-type: none"> • Would diminish Board role in approving MPO actions • Would require changes to workflow between TTPC and the Board • Some new risk of conflict between TTPC and Board

Recommendation:

- Alert MARC leadership of issue
- Discuss interpretation of regulation with FTA, FHWA, KCATA, KDOT and MoDOT
- Identify acceptable options with MARC leadership:
- Implement changes to MARC board of directors prior to 2017 federal certification review, if possible
- Adjust the MARC board membership by resolution to designate one or more eligible existing directors as representatives of public transportation and non-voting advisory directors under Section 5.5 of the MARC bylaws to represent appropriate state officials.

ISSUE

VOTE: 2017 Planning Sustainable Places Program – Kansas Remaining Funds

BACKGROUND

The Kansas City region’s vision of vibrant, green and connected centers and corridors is central to both the Creating Sustainable Places initiative and *Transportation Outlook 2040*, the region's long-range transportation plan.

In 2012, MARC’s Total Transportation Policy Committee (TTPC) and the Creating Sustainable Places (CSP) Coordinating Committee joined forces to launch Planning Sustainable Places (PSP), a combined initiative to provide communities with pre-development resources to advance sustainable projects in their corridors and centers.

The Sustainable Places Policy Committee worked with MARC staff earlier this year to refine the 2017 criteria for eligibility and the award process. MARC issued a call for projects that closed on June 24, 2016 and a recommendation of funding was approved by this committee on September 20, 2016 and ultimately approved by the MARC Board on September 27, 2016. That recommendation funded all of the project applications received for Kansas funding but a portion of the total available budget still remained. Today’s recommendation was generated by a request for letters of interest in those remaining funds and subsequent applications were due on December 20, 2017. MARC staff conducted an initial review and scoring of the 9 applications and worked with the Sustainable Places Planning Committee to develop a recommended list of awardees. The Sustainable Places Policy Committee developed the final recommended project list on January 13, 2017. The recommended list can be found [here](#):

The recommendation before you includes 7 planning projects from across the region:

- 6 sustainable places plans
- 1 project development activities

A corridor plan, a trails plan, a transportation hub plan, and community transit plans are just some of the projects included in the proposed list. These projects will be developed with a focus on the integration of transportation, land use and environment, and will include robust citizen engagement. The Committee weighed several considerations when developing the recommended list including project scores, scalability, local jurisdiction priorities, geography, eligibility, replicability and alignment with PSP program objectives.

POLICY CONSIDERATIONS

The projects funded through the Planning Sustainable Places Program will further the activity centers and corridors strategy outlined in both *Transportation Outlook 2040* and the Creating Sustainable Places initiative.

BUDGET CONSIDERATIONS

Typically the PSP Program is funded via two sources, for the projects presented today it is a single source:

- \$339,900 – Kansas Surface Transportation Program Livable Communities Pilot Planning Program (FFY 2017)

- \$ 27,560 will support MARC's program management, deployment, and administrative responsibilities.

COMMITTEE ACTION

Approve the recommended funding project list from the Sustainable Places Policy Committee.

RECOMMENDATION

Approve project funding recommendations for the Planning Sustainable Places Program as presented.

STAFF CONTACTS

Ron Achelpohl
Martin Rivarola
Beth Dawson

TTPC AGENDA REPORT

January 17, 2017

Agenda Item No. 8

ISSUE

REPORT: KDOT Freight Update

BACKGROUND

The Kansas Department of Transportation has an active statewide freight advisory committee, of which MARC is a member. KDOT has recently undertaken several initiatives related to freight transportation including leading a multistate Truck Parking Information System project, identification of potential new transload facilities in Kansas and initiating an update to the statewide Freight Plan. More information about KDOT's freight planning work is available at <https://www.ksdot.org/burRail/Rail/default.asp>

KDOT staff will provide an update at the meeting.

POLICY CONSIDERATIONS

Transportation Outlook 2040 identifies numerous strategies to improve freight transportation for the Kansas City area.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Darryl Fields
Ron Achelpohl

ISSUE

REPORT: Policy review of MARC programming process for sub-allocated transportation funds

BACKGROUND

A variety of federal funds are sub-allocated to MARC as the region's MPO by the Federal Highway Administration, in order to fund a range of regional projects. MARC conducts programming activity for the STP, CMAQ and TAP programs on a bi-annual cycle. Given that the project needs from local sponsors most always exceeds the available resources, MARC committees conduct a programming and project selection process, and ultimately formulate recommendations to the TTPC and the MARC board for inclusion in the TIP. The process of selection of projects is based on the policy framework of the region's Metropolitan Transportation Plan, Transportation Outlook 2040 (TO2040), which builds on achieving the adopted vision of a "Vibrant, Connected, Green" region. This plan provides guidance to which types of projects should be favorably considered for funding in the various programs MARC is responsible for administering.

The Surface Transportation Program (STP) is by far the largest and most flexible program under MARC's management. About \$62 million dollars in STP funds for both MO and KS were recently programmed out for FY2019-2020, in the process that concluded in the summer of 2016. These funds are administered through the KS and the MO STP/Bridge Priorities Committees. Since the completion of the most recent programming process by the STP Priorities Committees, Staff has undertaken a review of the funded project recommendations, and their alignment with the policy goals, recurring strategies and performance measures spelled out in TO2040. Staff recently presented these findings to a joint meeting of the Priorities committees, and will be presenting this analysis to the TTPC and MARC planning committees over the first quarter of 2017.

POLICY CONSIDERATIONS

The intent of these presentations will be engage the committees on discussion regarding the level of influence the policy direction of TO2040 carries on the project selection process, particularly the STP program.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None. This presentation was discussed at a joint meeting of the Kansas/Missouri STP Priorities Committees in December.

RECOMMENDATION

None. Information and discussion only.

STAFF CONTACT

Marc Hansen
Martin Rivarola

ISSUE

REPORT: Scenario Planning Process

BACKGROUND

The current state of the practice for metropolitan planning is to use community input, data and technical analysis to develop a desired vision for the future then forecast likely outcomes for population and employment growth, financial capacity and other factors and develop investment scenarios to implement as much of the desired regional vision as possible. Unfortunately a number of potentially disruptive forces and trends appear to be on the horizon that will make the traditional planning approach less robust and resilient than it once might have been. These driving forces include:

- increasing levels of vehicle automation and other technology shifts;
- major demographic changes as the Baby Boom generation leaves the workforce and is succeeded by Millennial workers and families;
- global economic changes in trade, movement of capital and immigration;
- environmental, social and economic impacts of climate change;
- changing public demands and expectations for public sector services, growth and development, and other issues.

These forces and trends will be difficult to forecast by themselves, and how they may interact with each other will be even more complex to predict. Because of the high potential for these forces to impact regional development and the high level of uncertainty they create, MARC has launched a scenario-based planning process to inform future iterations of our regional plans. This process will develop alternative future scenarios to help refocus the regional vision developed through the Creating Sustainable Places process and identify indicators and performance measures to be used in the update of regional plans for transportation, economic development, housing, environmental, hazard mitigation and other topics. This process will continue to engage community leaders, MARC committees, and the general public in order to develop a more robust, resilient & integrated regional plans.

MARC recently conducted a series of “Driving Forces” workshops as a public launch of this process. Staff will report on the outcomes of this process, and provide information on next steps.

POLICY CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Ron Achelpohl
Martin Rivarola

ISSUE

REPORT: Provide input into MARC's 2017 Federal Policy Agenda

BACKGROUND

Each year, the MARC Board identifies federal policy and funding issues of importance to the Kansas City region. The information is shared with the region's Congressional delegation and community partners, including local governments. Given changes at the federal level in January, it is suggested that the policy agenda for 2017 outline areas of interest with information on regional plans, initiatives, progress and legislative or funding issues. The initial list for transportation includes the following:

- **Transportation Investments**
Metropolitan Kansas City, like much of the nation, relies on federal resources for major investments in all modes of transportation that ensure mobility for people, goods and services. In 2015, Congress passed the five-year federal transportation law, Fixing America's Surface Transportation (FAST) Act. Adequate resources are needed to fully implement that law. Infrastructure investments not only enable safe and efficient travel, but also support increased economic development. Emerging technologies will have an important role in the design and use of the region's transportation systems in the future.
- **Transportation Choices**
Public transportation is a critical component of the region's transportation system, with the need to invest in expanding fixed guideway systems to connect residents to jobs and vital services and to support tourism and economic development. Active transportation is important to the health of our residents and to provide options to increase mobility. Amtrak and Rail Services are important to the nation's economic activity, and investments in both freight and rail services and infrastructure are vital to connecting the Kansas City region to the rest of the nation.
- **Public/Private Partnerships**
In many cases, PPPs can be a useful mechanism for states and local communities to complete important transportation infrastructure projects. Federal policies should facilitate the use of PPPs, but should not rely on them as the sole or predominant method of infrastructure financing or project delivery.
- **ITS/Automated Vehicles**
Emerging technologies such as highly automated vehicles hold the promise of saving lives and improving mobility, especially in automobile oriented regions such as Kansas City. To achieve these benefits, Federal policies must be developed in a broad context that encourages innovation, addresses the relationship of these technologies to public infrastructure, place-making and vulnerable users of the Nation's transportation systems and promotes coordinated use of data between the public and private sectors.

Additional information will be presented at the meeting.

POLICY CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

TTPC is asked to provide input on the 2017 policy agenda.

STAFF CONTACTS

Ron Achelpohl

Marlene Nagel